Kansas Department of Transportation
Division of Aviation

AIRPORT SUMMARY

The Kansas Airport System

There is a strong relationship between Kansas' economy and aviation. The state's system of seven commercial service and 73 general aviation airports, listed in the National Plan of Integrated Airports System (NPIAS), provide the gateway to the nation's air transportation system and the world's economy. Airports support the Kansas economy by increased efficiency and productivity for all business activity, including the transportation of passengers for both recreational and business purposes. Airports are important economic catalysts, supporting thousands of jobs and billions of dollars in economic activity. Most of Kansas' largest employers – both large and small – rely on the state's aviation system to transport employees, customers, supplies, and products. Kansas' 80 NPIAS airports serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaries, government entities, and many others. Kansas tourism industry also depends on the state's system of airports to accommodate thousands of visitors each year.

Study Process

The Kansas Department of Transportation, Division of Aviation, implemented this study through a Federal Aviation Administration (FAA) grant, to quantify the economic impact and relationship between the state's system of airports and the economy. The study follows an approved methodology that has successfully quantified the value of airports and airport systems throughout the United States.

The economic contribution of each NPIAS airport in Kansas was measured in terms of employment, payroll, and output. A comprehensive survey process was used to calculate the direct economic benefits related to on-airport businesses and government agencies, including the indirect benefits associated with visitor-related expenditures. Secondary, or induced, impacts from these airport activities were calculated using economic models specific to Kansas. For example, when an airport employee purchases goods and services, those dollars circulate through the local economy which results in additional economic activity in the region. The total economic impact is the sum of all direct, indirect, and multiplier impacts.

Statewide Impacts

Based on information gathered during the study, approximately 91,000 jobs are attributed to the aviation industry, including 42,000 from Aerospace Manufacturing. These employees receive more than $4.4 billion in total payroll, and generate more than $20.5 billion in total economic activity. In addition, the 80 NPIAS airports in Kansas provide a number of health, welfare, and safety benefits, including aerial agricultural spraying, medical transport and evacuation, emergency response, search and rescue, flight training, law enforcement, wildlife management, military training, search and rescue operations, and education.

Kansas' Total Annual Economic Benefits from Aviation

Total Jobs	91,279
Total Payroll	$4.4 Billion
Total Output	$20.6 Billion

Impact Measures

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including on-airport construction. A part-time employee counts as half a full-time employee.

Payroll measures the total annual wages and benefits paid to all workers whose salaries are directly attributable to airport activity.

Economic Activity (Output) measures the value of goods and services related to airports in Kansas. The output from on-airport business activity is assumed to be the sum of annual gross sales and average annual capital expenditures.

ULYSSES AIRPORT (ULS)

Ulysses Airport is located one mile north of the central business district of Ulysses in southwestern Kansas. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. Jointly owned and operated by Grant County and the City of Ulysses, the airport's role within the Kansas Aviation System Plan is identified as a Business airport, which is intended to accommodate local business activities and general aviation users.

The airport's primary runway is a 6,000-foot by 100-foot concrete surface with non-precision instrument approaches to each end. A secondary 4,600-foot by 60-foot concrete runway with non-precision approaches is also available.

North Star Aviation serves as the airport's fixed base operator, providing fuel services, aircraft parking, hangar storage, a passenger terminal, flight training, aircraft rental, aircraft maintenance, aircraft modifications, and aircraft sales.

Moyer Aviation and Ulysses Air Service are two additional businesses located on the airport. Moyer Aviation offers aircraft maintenance and flight instruction, while Ulysses Air Service offers aerial application and aircraft maintenance for agricultural aircraft. Aerial Timbers Association bases and maintains their fleet of firefighting aircraft at the airport. These aircraft are used to support regional forest fire missions with the U.S. Forestry Service. Other businesses that use the airport regularly are aerial applicators, doctors, pipeline inspection companies, Kingler, and Pioneer Communications.

ULYSSES AIRPORT

First Round Impacts

Direct Output
$3,576,800

Indirect Output
$102,000

Second Round Impacts

Induced Output
$2,980,500

Total Impacts

Total Jobs	36
Total Payroll	$1,186,500
Total Output	$6,659,300

Impact Types

First Round Impacts include both direct and indirect impacts. Direct impacts are those benefits associated with on-airport businesses and government tenants. Indirect impacts generally take place off-airport and are usually attributable to visitor spending.

Second Round Impacts consist of induced impacts, which are those benefits that result from the recirculation and re-spending of direct and indirect impacts within the economy. This re-circulation is commonly referred to as the "multiplier effect."

Total Impacts are the combination of all first-round and second-round impacts.